U.S. Customs and Border Protection

TACTICAL INFRASTRUCTURE – FENCE AND ROADS

EXECUTIVE SUMMARY:

- The United States Border Patrol (USBP) deploys fencing to impede the illegal flow of cross-border traffic and all weather roads to rapidly respond to incursions.
- Tactical Infrastructure (TI) provides the critical infrastructure to deter and prevent illegal cross-border entry into the United States. The U.S. Customs and Border Protection (CBP) TI Program is managed by the Office of Facilities and Asset Management (OFAM). OFAM oversees the planning, construction, and maintenance of all TI components on behalf of CBP's USBP.
- OFAM obligated $125 million in TI construction, maintenance, and repair expenses in FY 2016. OFAM expects to obligate $76 million for TI in FY 2017.
- TI is located primarily along the southwest border (SWB) and includes roads, boat ramps, crossovers, bridges, fencing, gates, lights, electrical components, drainage structures, and debris and vegetation removal that slows, delays, and acts as an obstacle to illicit cross-border activity.
- CURRENT INVENTORY:
    - **Total Primary Fence: 654**
        - 354 Primary Pedestrian Fence miles
        - 300 Vehicle Fence miles
    - 37 Secondary Fence miles
    - 14 Tertiary Fence miles
    - 1,519 Gates/Crossings/Game Panels
    - 1,257 miles of roads
    - 14 Bridges
    - 8 Boat Ramps

BACKGROUND:

The Secure Fence Act required the Department of Homeland Security (DHS) to construct infrastructure to deter and prevent illegal entry, especially along the SWB. The Secure Border Initiative (SBI) was the original program overseeing plans to secure America's borders and reduce illegal immigration. The TI Program was created in October 2007 to oversee the construction of pedestrian and vehicle fence, roads, and lighting along the SWB. In 2009, the TI Program was moved to CBP's Facilities Management and Engineering Directorate, now part of OFAM.

The first fence project, called Pedestrian Fence 70 (PF70), (under SBI) after the Secure Fence Act was enacted, included the construction of 76.3 miles of primary pedestrian fence by the end of FY 2007. With the majority of the fence constructed in Arizona, the remaining mileage was constructed in California and New Mexico. The project was completed in partnership between CBP, the U.S. National Guard (Operation Jump Start), Joint Task Force North, the U.S. Naval Construction Forces, and commercial contractors through CBP and the U.S. Army Corps of Engineers (USACE). As of September 30, 2007, the total mileage of pedestrian and legacy fence along the SWB was 154.7 miles.

A second project, Pedestrian Fence 225 (PF225) entailed the construction of approximately 211 miles of primary pedestrian fence along the SWB. PF225 is located in California, Arizona, New Mexico, Texas, and in other locations deemed operationally required by the USBP. The PF225 project was completed using Multiple Award Task Order Contracts (MATOC) issued by USACE.

A third project was Vehicle Fence 300 (VF300). This TI project completed 300 miles of vehicle fence along the SWB in locations identified by USBP as operationally required, primarily in Arizona, New Mexico, California, and Texas. The VF300 project was completed by commercial contractors (via MATOC issued by USACE and Operation Jump Start).

The construction of both pedestrian and vehicle fence required significant real estate and environmental components, ranging from licenses and easement outgrants to special land use permits, leases, resolutions and rights-of-way, environmental assessments, and clearance with a variety of local and state governments and agencies.

Fence: USBP has deployed two types of fencing, pedestrian and vehicle, at strategic locations along southwest border to impede the flow of illegal crossings. The pedestrian fencing is further broken down into three types; primary, secondary, tertiary.

Primary Fence (PF) uses (b) (7)(E) to impede illegal pedestrian and vehicular traffic. The standard height for PF is (b) (7)(E) however, specific operational requirements can allow for the fence to be designed to greater heights.

Secondary Fencing (SF) as a means of Tactical Infrastructure (TI) is a second layer of security, usually in urban areas (b) (7)(E) The standard height for SF is (b) (7)(E); however, specific operational requirements can allow for the fence to be designed to greater heights.

Tertiary Fence (TF) uses (b) (7)(E) to delineate property limits and/or the limits of the TI corridor. The (b) (7)(E) for TF consists of either (b) (7)(E) for TF is typically used in more urban environments, while (b) (7)(E) is typically used in more rural environments.

Vehicle Fence (VF) uses (b) (7)(E) to resist illegal vehicular traffic across the border (b) (7)(E) .

Roads: There are two categories of roads that are vital to Border Patrol's mission: Fence Access Roads and Patrol/Operational Roads

1. Fence Access Roads: CBP must have reliable and undeniable access to the border fence at all times to execute timely routine and emergency maintenance and repair. Access roads include roads required to reach the fence and also roads along the fence line. CBP has a permanent real estate interest in these roads to ensure our ability to maintain and repair the fence is not impeded by impassable roads and/or rights of entry issues. These roads are also important to Border Patrol for law enforcement purposes and are used for

direct enforcement of the border. Border roads are typically (b) (7)(E) and are posted for (b) (7)(E) travel. These roads shall be designed to allow (b) (7)(E) (b) (7)(E).

2. Patrol/Operational Roads are oriented (b) (7)(E) and at various distances from, the border. These roads are used to (b) (7)(E). These roads, if budgeted, would be maintained to the current CBP road standards (dirty road, aggregate road). These roads are typically on private or Federal lands and CBP has no permanent real property interest in the roads. CBP has currently identified (b) (7)(E) patrol roads that will require funding for maintenance.

CURRENT STATUS:
USBP has utilized its requirements process to identify its highest priority TI requirements including fence, roads, and other TI as identified by USBP. Operational access (i.e. roads) is the current TI requirements priority. The requirements process also validated the need to replace legacy and damaged fence.

The Comprehensive Tactical Infrastructure Maintenance and Repair (CTIMR) program provides for the maintenance of the TI portfolio. OFAM continues to utilize the CTIMR to maintain the TI and patrol roads to the greatest extent with the current budget.

The use of both owned and non-owned roads, including access roads to deployed fencing and operational patrol roads, are also maintained by the TI Program. These roads provide access to the fence and assist in Border Patrol's efforts to monitor and respond to illegal cross-border activity.

FUTURE STATE/NEXT STEPS:
- USBP will continue to leverage the CTIMR program to address the priority fence and road requirements, while requesting additional funding through the annual budget process in order to meet the requirements of USBP.
- The replacement of primary legacy fence is a USBP requirement. (b) (7)(E) Funding constraints and competing priorities will make the replacement of primary legacy fence an ongoing effort.
- Projects in Progress:
  - o
  - o (b) (5)

POC for Further Discussion: (b)(6);(b)(7)(C)
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